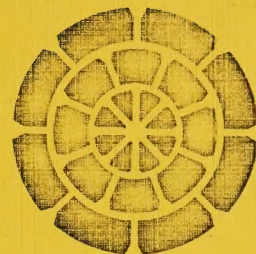


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CITY OF LOMPOC

LAND USE PLAN

Sept 1974



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Resolution of the Council of the City of Lompoc
County of Santa Barbara, State of California

In the Matter of: ADOPTION OF A
REVISED LAND USE MAP AND TEXT

No. 2409(74)

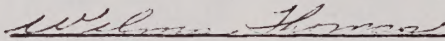
I, Wilma Thomas, City Clerk of the City of Lompoc, County of Santa Barbara, State of California, do hereby certify that the following resolution, proposed by Councilman .. Charlotte Benton, seconded by Councilman..... Emil Scolari, was duly passed and adopted by the Council of the City of Lompoc at a regular meeting thereof assembled this.... 15th day of October, 19⁷⁴, by the following vote, to-wit:

AYES: Councilmembers: Charlotte Benton, Emil Scolari, Mayor E. C. Stevens

NOES: Councilmembers: None

ABSENT: Councilmembers: Art Scott

(SEAL)


Wilma Thomas, City Clerk, City of Lompoc

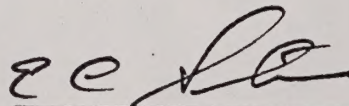
WHEREAS, the California Government Code provides that the Planning Agency shall prepare and the City Council shall adopt a Comprehensive, Long-term General Plan for the physical development of the city, which plan shall include a Land Use Element, and

WHEREAS, the Planning Commission has duly held and conducted public hearings on a Land Use Map at the time and in the manner prescribed by law and has recommended adoption thereof to this Council, which Council has duly held and conducted a public hearing on adoption of said Land Use Map

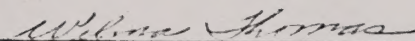
NOW, THEREFORE, the City Council of the City of Lompoc, California, does hereby approve and adopt the Land Use Map and Text as prepared and submitted in final form by the Community Development Department, which Map and Text are dated September 9, 1974.

This Resolution shall become effective upon adoption.

PASSED AND ADOPTED this 15th day of October, 1974.


E. C. Stevens, Mayor, City of Lompoc

ATTEST:


Wilma Thomas, Clerk, City of Lompoc

LOMPOC GENERAL PLAN

OBJECTIVES AND STANDARDS

THE PLANNING AREA.

The area covered by the Lompoc General Plan is bounded on the south by the lower slopes of the hills forming the southern rim of Lompoc Valley; on the west by De Wolfe Avenue; on the north by the limits of development at Vandenberg Village and Mission Hills; on the east by the north-south line of the Lompoc Buellton Road, Highway 246.

GENERAL OBJECTIVES

1. Present a general guide to future development of land uses -- residential, commercial, industrial and public -- within the Planning Area.
2. Prevent establishment of incompatible uses while allowing each type of land use sufficient area to develop to the extent indicated by the economy and the general welfare of the valley.
3. Provide a comprehensive guide for public improvements and private investment.
4. Protect and preserve the natural amenities and open areas to be retained in their natural state, or kept at minimum development.
5. Preserve land for agriculture as one of the basic land uses of the Planning Area.

6. Provide a linear trading district for the Lompoc Valley, and smaller shopping centers as needed for the convenience of residential neighborhoods.

STANDARDS

1. A population of 47,729 within the Planning Area, in the year, 1970; 58,000 by the year, 1980, and 71,000 by the year 1990.

2. Residential uses divided into these densities:

Residential Agriculture - not more than one dwelling
unit per acre

Low Density - not more than 6 dwelling units per acre.

Medium Density - not more than 12 dwelling units per acre.

High Density - not more than 24 dwelling units per acre.

Precise control of these densities is to be secured through provisions of the Zoning Ordinance.

3. The need for satellite shopping centers is to be recognized in residential centers such as Vandenberg Village and Mission Hills.

4. The present commercial manufacturing area in the city, served by railroad, must be improved, and must be planned for more attractive use, and screened from adjacent residential uses.

5. Additional land must be reserved for controlled industrial and commercial use, to provide local employment and strengthen the local economy.

6. Residential areas are to be protected from heavy traffic volumes.

7. Growth of the city will be generally northward. Prime farm land east and west of the city is to be protected from development.

POPULATION ASSUMPTIONS

1. The population of the city will be concentrated in three areas of the valley, much as it is at present. Vandenberg Village and Mission Hills will be incorporated into Lompoc before 1990.

2. Population growth will not be introduced into new undeveloped areas of the valley. New development for residential and commercial uses will fill in vacant "holes" in the urban field.

3. Population and social-economic characteristics will generally be maintained at present levels. Income, housing occupancy and tenure, education levels and most other statistical indicators of the urban social fabric will be relatively constant in relation to present national averages.

4. Military and civilian work forces at VAFB will fluctuate as the development and implementation of federal programs phase in and out.

5. New industry and commercial activity are being encouraged, however, no large scale impact on population trends is expected. Vandenberg AFB related industry will be attracted or limited by federal project expenditures.

6. Summary of Population Estimates:

	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>
Total Population	47,729	50,000	58,000	65,000	71,000
Change in Pop. for 5 year period	2,300	8,000	7,000	6,000	

It is estimated that the 1990 population will be 71,000. In the upcoming years, the natural rate of population growth will become a less important factor in estimating population growth. Within the 1970 to 1975 period the birth rate over deaths has equalized and often declined for given periods of time. This leads us to believe that net immigration patterns into the central coast of California will be our most important indicator of the social-economic climate.

IT IS GENERALLY CONCLUDED THAT MUCH OF THE POPULATION INCREASE PROJECTED ABOVE CAN BE ACCOMODATED WITHIN EXISTING AREAS PLANNED FOR DEVELOPMENT AND IN CLOSE PROXIMITY TO EXISTING OR PLANNED UTILITIES.

LOMPOC GENERAL PLAN

LAND USE ELEMENT

General

The Lompoc Valley of Santa Barbara County developed as an agricultural community, starting around 1875. Soils and climate were nearly ideal for certain specialty crops and livestock. The heart of the area is only ten miles east of the Pacific Ocean; a built in air-conditioning system keeps the average high temperature at 74 and the average low at 52 degrees. Average rainfall is 13.5 inches.

Up to 14 years ago, agriculture remained the base of the community's existence. Farming is still important to the area, with crop and livestock values running to million dollars a year.

A branch line of the Southern Pacific Railroad runs through the center of the city, connecting with the main coast line at Surf, ten miles west.

Cabrillo Highway, State Route 1, joins Lompoc to U.S. Highway 101 at Santa Maria, 24 miles north, and again at Las Cruces, 21 miles south. State Route 246 connects Lompoc to the coast, and to U.S. Highway 101 at Buellton, 18 miles east.

Santa Barbara County operates an airport on the north edge of the city. Existing runways and buildings handle mostly private flights, while commercial cargo and passenger flights are very limited.

One industrial pillar is provided by the mining and processing of diatomaceous earth, from what is believed to be the world's

second largest single deposit. Production of Dolomite aggregate; of rock, sand and gravel for construction; and of oil from a field north of the city is also contributory.

In 1958 the economic character of Lompoc changed dramatically. Vandenberg Air Force Base, formerly the Army's Camp Cook, was named as the major U.S. Air Force ballistic missile test and training center. Vandenberg also supports many scientific space launches with particular concentration on projects requiring polar orbiting satellites. NASA as well as the Department of Defense maintains major installations on Vandenberg Air Force Base.

The influx of service personnel, scientists, technicians and construction crews tripled the Valley's population and retail sales by 1960. The period from 1965 to 1970 showed a rapidly stagnating turn in trends such that a 2.3% growth rate was shown for the valley in the 5-year period. From 1970 to 1974 the area trends picked up again and recorded an 11.8% growth in the 4-year period. Figures for 1974 at year's end will record a dramatic increase in local growth.

Population

It is expected that the largest single class of any influx of population will be young families with one or two children maximum. A large number of childless young families and retired couples will make up the second largest incoming population class.¹

¹ Based upon information received from the South Coast Transportation Study and County Planning.

This will alter the "family" characteristics of the census in terms of average family size as compared to the 1970 census; it will increase demand for new housing units of all catagories; it will also increase average retail sales of "non-essential" or luxury items.

For example, the 1970 and present averages for population per household size is listed below with the projections to 1990.

	<u>1970</u>	<u>1974</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>
Population/household	3.18	3.41	2.9	2.8	3.0

The 1974 population per household figure is slightly misrepresentitive in that present housing vacancy rates at less than 1.5% have promoted a few double occupancies by unrelated individuals and families.

Topography

Half of the Lompoc Planning area is flat, about 100 feet or less above sea level. To the south are the steep slopes of the Lompoc Hills, part of the Santa Ynez Mountains which cut the Valley off from the Pacific Ocean to the south. North are tablelands rising toward the Purisma Hills. Eastward are the Santa Rita Hills and the foothills of the San Rafael Mountains.

Drainage for the most part is good, although there is a large slough area northwest of the city. Relatively large areas east and north of the city are subject to flooding after prolonged heavy rains, because of the wide flat channel of the Santa Ynez River.

City streets carry a heavy runoff during even minor storms. New Storm Drain facilities have been constructed and more are in the planning stage.

Most of the city is built on highly productive and agriculturally important soil, which extends westward between the river and the hills. Soil north of the river is of relatively poor quality. Most of the tableland is covered with Marina Sand, which is subject to wind and soil erosion, and has low value for farm purposes.

Economy

A detailed survey of the economy of the Planning Area is contained in a separate report. Highlights of this report, which effect basic land use planning, are:

Agriculture:

The value of crops and livestock produced in the Lompoc Valley is estimated at \$20,000,000 annually. Eastward and westward residential development threatens the most valuable soil, and the production of flower and vegetable seed crops, beans and other vegetable crops, the most highly-valued category in the list of farm products.

Retail Trade:

The city reported more than \$48 million in taxable retail trade in 1973. This is more than double the \$15 million reported in 1963. New retail stores are locating in Lompoc and it is expected that much of the dollar outflow to Santa Maria and Santa Barbara will be reduced greatly as new commercial enterprises develop.¹

Wholesale and Manufacturing:

Wholesale trade is primarily engaged in agricultural commodities and sales and service of electrical equipment. Mining and light manufacturing has indicated slight increases in employment and have fluctuated with the rest of the nation in overall economic health.²

Existing Land Use:

A physical inventory of all land uses on every parcel of land within the City of Lompoc and immediate environs was taken.

¹ Lompoc Valley Economic Development Association Report, 1973
² *ibid*

in the summer of 1961 and not updated until now. The map of this inventory is presented on the following page.

Studies will be conducted to ascertain the relationship between land presently developed in each of the categories of land use and social-economic demands and impacts for future land uses of each category type. This information will be portrayed against the present land use map to assist in determining specific implementation procedures for plan and goal attainment by 1990.

Studies in the past have tried to compare Lompoc to so called "average central cities." Lompoc is not average and comparisons do not lend to an accurate development of specific implementation devices to achieve land use, social and economic goals. To date, zoning is the major implementation device for obtaining general plan land use goals, but many other systems of urban management are open to local government, and as land use problems develop statewide, new enabling legislation will provide additional means for the realization of local future land use needs.

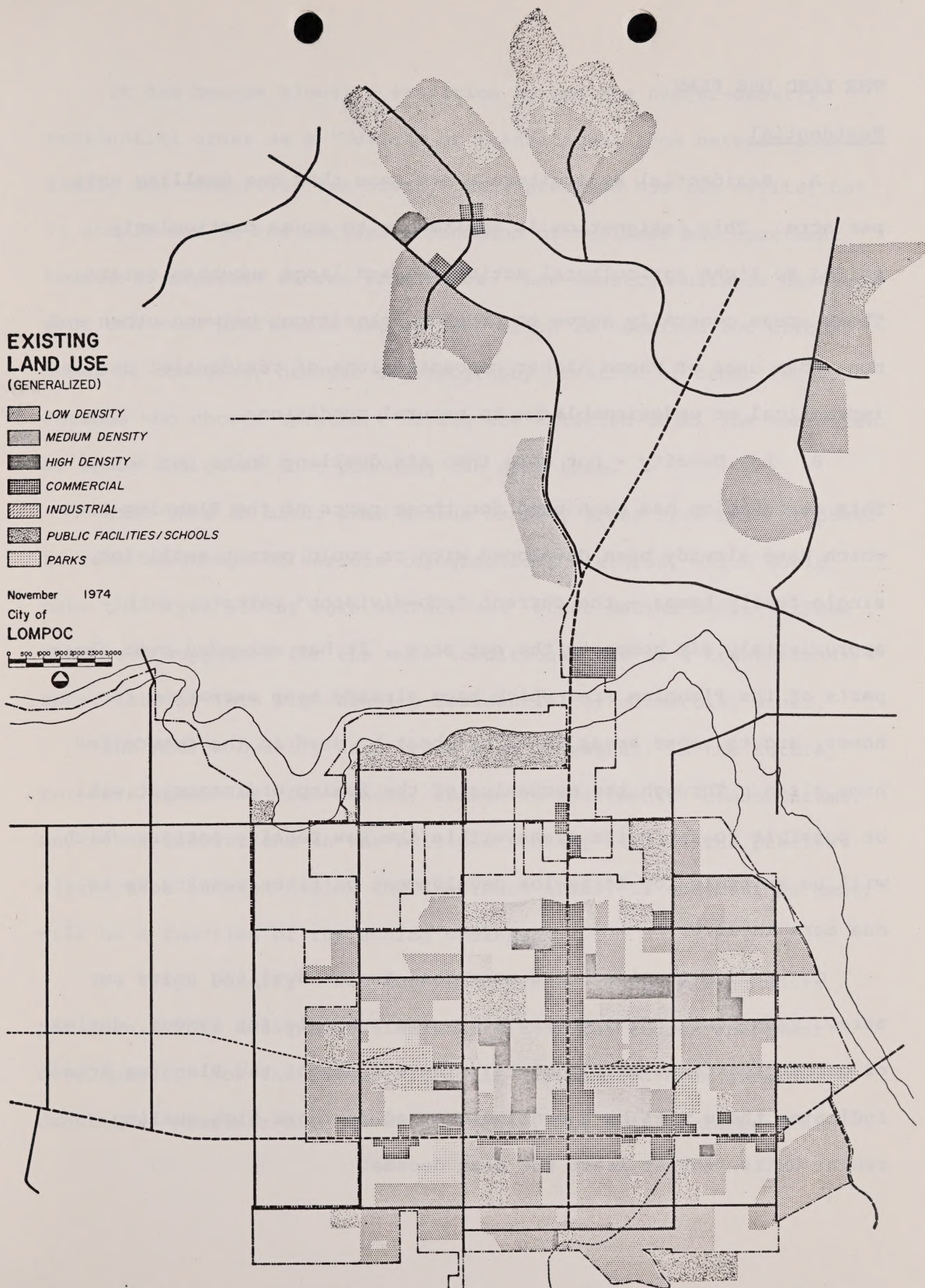
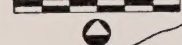
**EXISTING
LAND USE**
(GENERALIZED)

-  LOW DENSITY
-  MEDIUM DENSITY
-  HIGH DENSITY
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC FACILITIES/SCHOOLS
-  PARKS

November 1974

City of
LOMPOC

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THE LAND USE PLAN

Residential

A. Residential Agriculture - not more than one dwelling unit per acre. This designation is applicable to areas particularly suited to light agricultural activities and large suburban estates. These areas generally serve to provide transitions between urban and non-urban uses or where higher concentrations of residential use is impractical or undesirable due to natural conditions.

B. Low Density - not more than six dwelling units per acre. This designation has been used for those parts of the Planning Area which have already been developed with or would permit small-lot, single-family homes - the current "sub-division" pattern, with approximately six homes to the net acre. It has extended over those parts of the Planning Area which have already been earmarked for homes, and to those areas which can best be used in the future for home sites. Through the mechanics of the Zoning Ordinance it will be possible to set aside areas within the Low Density pattern which will be suitable for large-lot development on sites ranging up to one acre in size.

C. Medium Density - not more than twelve dwelling units per acre. This designation covers all areas suitable for tandem, duplex or garden apartment developments. The economy of the Planning Area indicates there will be a continuing need for more high-quality rental units, for at least the next decade.

It has become almost a tradition to use the higher-density residential areas as a "buffer" or transitional zone between single-family and commercial use areas. This practice has its merits; but it should not be the exclusive function of duplexes and apartment houses to separate stores from homes. Low-density multiple development can make profitable use of land which is unsuited for either homes or commerce, because of topography, traffic or other factors. Persons who choose apartment living are entitled to all the amenities of space and quiet that planning can give them.

With this in mind, some Medium Density areas have been proposed to take advantage of various topographical features, which would make this style living more attractive. Other Medium Density areas have been suggested for the more traditional use as a transitional zone, leading into high-density residential or commercial areas.

The Medium Density area would also be useful, in the future, for development of town-houses, community apartments, condominiums, and other innovations in the multiple housing field. The precise distinction between duplex and apartment areas, if one must be made, will be a function of the zoning ordinance.

D. High Density - not more than twenty-four dwelling units per acre. This designation includes all of the recent apartment development. For the future, it could accommodate even greater densities, possible high-rise apartments, and similar large-scale

development. Good planning dictates that this type of housing should be near transportation and shopping. The high density also creates a volume of vehicle traffic that should be kept away from single-family homes.

Commercial

A. Commercial Office. Areas should be established where business offices, medical and dental clinics, and the other professional uses can blend with both commercial and high-density uses. It has been found that professional offices, particularly, can mix with apartments, if adequate parking and landscaping are required. It is reasonable, too, to establish office areas for agents, manufacturers representatives, and other uses which are closely allied to the retail field, but would be penalized by the high rental value of strictly commercial property. An area designated "Commercial Office" has therefore been established between the high-density multiple areas and the retail core, to indicate this transitional zone. Zoning is established to allow a mixture of apartments and professional offices in some areas, and office and retail commercial uses in others.

B. Central Business. This is the future retail trading center for not only the Planning Area but for the entire Lompoc Valley. It is established to provide for the General Business and commercial needs of the city in a linear fashion central to the urban field.

C. Neighborhood Commercial. The Plan recognizes the necessity for retail shopping centers to serve the residential neighborhoods which will be established in the Planning Area. These are "convenience goods" centers -- for markets, household supply stores, drug stores, professional offices, service shops and gas stations. In the Zoning Ordinance, a clear distinction is made between the uses which are allowed in these centers, in contrast to the "shopper goods" outlets in the Central Business District.

D. Planned Commercial. This designation has been proposed for several of the highway entrances and interchanges in the Planning Area. It is the role of the Zoning Ordinance to set out the exact uses which would be allowed, and the controls over architecture, landscaping access and other features, which would be required.

Industrial

A. Commercial Industrial. It is often difficult to define the difference between "commercial" and "industrial" areas. However, in any city, there must be suitable areas for warehouses, lumber yards, truck and auto storage and repair, wholesale storage and similar intermediary uses, more closely defined in the Zoning Ordinance. Generally an increasing need for these services are felt as the city grows. Areas are presently defined within the community directly adjacent to the railroad spur.

B. Planned Manufacturing. The Planning Area will assume a

growing importance as a service center for missile activity. The airport will be able to supply minimal service to industry. The expansion of the Sewer Treatment Plant will enable industry to locate. The area around the airport and Sewer Treatment Plant is the logical place to establish a center for administrative offices, sub-assembly plants, warehousing, and other light industrial uses. Controls will be required to guarantee large sites, landscaping, parking and loading areas, and proper service roads. Uses liable to create dust, smoke or vibration should be excluded, to make the area attractive for electronics plants, precision tool and machine shops, as well as executive offices.

Public Facilities

Generally this designation is made to provide for those uses and activities which serve the public and are generally conducted by government agencies or eleemosynary and philanthropic non-profit organizations. Public facilities in Lompoc are presently located throughout the community and no concentration of the various services is planned or desired.

Open Space

This designation is designed for the provision of both urban and non-urban open space for the preservation of natural resources, managed production of resources, open space for outdoor recreation, and for the protection of public health and safety as well as to

preserve natural scenic areas for future population.

A detailed analysis of these land areas is presented in the Environmental Resources Management Element of the General Plan.

Flood Plain

Areas subject to inundation within the Planning Area, other than those depicted as open space, scenic or agricultural preserves are presented on the Land Use Map. This area can serve various open space and agricultural uses, as well as, potential for uses compatible with surrounding development which will not involve the potential loss of life, structures or other property associated with fixed and permanent developments.

Agricultural Preserve

This designation is provided to indicate those land areas which, due to their agricultural value, should be permanently preserved.

Scenic Corridor

This linear area along the proposed freeway bypass for Highway 1 is demarked in accordance with the guidelines for the Scenic Highways Element mandated by the State of California.

Implementation

The Land Use Plan Map provided is an accurate representation of the goals and objectives of the Lompoc Valley as they pertain to the physical growth and development of the City. The map reflects

the accute awareness of the agricultural origin of Lompoc and the need to maintain the greatest portion of these lands in that use.

It reflects the continuing trend in housing utilization and future demand assumptions. Commercial and industrial opportunities are also shown. Open spaces for public benefit is a large consideration here as well.

In order to implement this plan a number of things must be set into motion.

First of all, the Zoning Ordinance must reflect these desires at a specific, accurate, detailed level. In 1974, major revisions to the Zoning Ordinance and zone districts were accomplished which brought the zoning into conformity with the plan. Precise minimum and maximum standards for density and use characteristics were established for each zone district. Various other provisions were made for precise development plans on residential, commercial and industrial developments where deviations from requirements may be necessary or desired based on land conditions or new technology in urban form. It is felt by the City that the present zoning ordinance reflects the goals and objectives of the community for the present and the future of this plan by it's application.

Secondly, the recently adopted Environmental Resources Management Element outlines a vast number of considerations which are embodied in part by this land use plan. By the continuous review

and maintenance of the ERME and it's conscientious application in daily land use decision processes, as well as, creating the administrative mechanics to apply comprehensive physical planning, the land use plan will be furthered to it's ultimate ends. It should now be our duty to develop the specific mechanics which make this happen.

Thirdly, it has come to the attention of many cities through the development of implementation plans for open space preservation that there are a large number of processes which could readily be used to control development and channel it to desired ends in a systematic manner. These processes range from typical zoning measures, eminent domain, precise and specific plans, purchase of land rights less than fee, and outright purchase of land. These simple methods of open space preservation can be used to allow the systematic development of an area over a period of time such that no "pockets" of undeveloped or non-conforming land uses are created.

Development Right Transfers are also being used to promote land use implementation by allowing transferring the right to develop from one site to another. It is a system designed to permit the orderly reallocation of density within a given district in a manner which meets legitimate planning objectives without placing unfair burdens on the property owner. Such rights grow from existing zoning which sets limits on size and configuration of buildings

within a given zone. Often the zone limits far exceed present use. The difference between the allowable density and present use constitutes an unused development right which could be transferred to a different site within a predetermined district, zone or zones or other such suitable planning unit.

Other means such as tax assessment, tax rate adjustment, districting and special assessment or shelter districts can be used to promote or retard growth in a given pattern. Building construction utility service development, and various other fees can be used to program growth on an area by area basis. A pre-planned and mapped fee schedule is created with progressively higher fees such that you induce a development of land in the desired pattern. As development in a lower fee location is completed, the next lowest to the highest fee areas are reduced accordingly to accomodate the next phase of desired growth.

Summary

The zoning ordinance is the most commonly used tool for land use plan implementation, but it is far from the only tool in comprehensive land use planning. It is recommended that a comprehensive implementation program be developed in order to reach the objectives of the Land Use Plan in a logical, orderly manner with the lowest possible expenditure of public funds, as well as, private capital. With the use of the tools generally outlined here,

this can be accomplished with the greatest benefit to the general public.

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